40th Year

Can Am CONNECTION

WINDSOR - DETROIT

Vol. 42, No. 4 - Newsletter of the Windsor- Detroit MG Club **May 2020**

Ralph's MG *(Check the Licence Plate!)*

See Ralph's Part 1 Episode of his rebuild starting on Page 4

NORTH AMERICAN MGA REGISTER

North American MGB Register

The Can-Am Connection
is published 10 times a year by the Windsor-Detroit MG Club, Inc.

E-mail
WDMGC@WDMGC.com

Website
www.WDMGC.com

President
Vicki Bade
248-909-0874

Vice President
Kurt III
219-363-7170

Treasurer
Cathy Gurnee
313-300-7146

Secretary
Louise Beck
443-540-8962

Newsletter Editor
Dale Brown
519-560-7230
Can-Am@WDMGC.com

Webmaster
Chris Gurnee
Webmaster@WDMGC.com

Membership
Mick Gedeon
2094 Cliffside Dr.
Wixom, MI 48393
248-652-2544
Membership@wdmgc.com

Events Coordinator
Open
Looking for volunteer

Regalia
Canada: Roli Sylvestre
519-969-2739
U.S.A.: Cathy Gurnee
313-300-7146

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The Windsor-Detroit MG Club
The International Local Club

I hope you enjoy this edition of The Can Am Connection.

Can Am Newsletter Editor, Dale Brown

Unfortunately, it will be short since meetings and events have been cancelled. To make it simple this month, I have totally eliminated the usual calendar page normally found on the last page. There is a chance that there could be events in June or maybe not until July but that will be broadcast in the June Newsletter, on Facebook, the website and by blast emails if necessary.

It's time to do an annual clean up of the member classified ads pages. Please have a look and if you have an ad that is no longer needed, send me a note. You will see one new ad posted this month.

As an idea for some future newsletters, how about sending me a couple of pictures and a sentence or two on what you've been working on during the slow down. Have you updated your garage or perhaps completed some long put off work on your MG?

Be sure to send me any stories, pictures or tech articles so that I can put them in a future newsletter. We have changed the contact to Can-Am@WDMGC.com

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Welcome!

To our Newest Members

Simon and Jenn Glynn of Ann Arbor, MI. They have a red 1965 Midget.

Presidentially speaking

Vicki Bade - Club President

Hi All,
Certainly not the Spring we anticipated (weather included) and I do hope that everyone is doing well. I'm sure everyone is as ready to get out and about as we are-I truly hope it will be soon, but it looks like the after effects will be with us for some time to come.

As Michigan is enduring a stay at home order that has now been extended until May 28th and no word on if the border is accepting any traffic back and forth other than essential travel we now see our May meeting in Canada cancelled.

I did receive word that after much discussion Mad Dogs & Englishmen in July has been cancelled for this year and they will look forward to celebrating the 30th anniversary next year on July 11th. We are still holding out possible August dates for the Stahl's trip and some type of picnic in place of the Spring Gathering-we shall see what happens in the months to come.

As we mentioned in Facebook there are some bright spots shining through as Rick had seen an Instagram post showing the people from The Brass Pointe restaurant, where we currently hold our U.S. meetings, were donating food last month to a COVID unit at Beaumont Hospital in Farmington Hills. There was also a story on WDIV TV showing Lee Jacobsen's company making sterilized wipes -so nice to hear about both!

Good news for us-Matt was finally able to get his MG back from the shop and those of you unlucky enough to be behind us on any driving trips will be happy to know the carburetor issue has been dealt with. The only challenge for Matt has been getting used to using the choke again since there is now no extra fuel where it shouldn't be and the choke has to be pulled out all the way to start the engine. We look forward to the next rally and no stink for the car following us.

Just a reminder that Heidi Otto now has the tools on the U.S. side and she is working on a catalog she will use when loaning them out.

If anyone has any articles or projects they would like to share it is a good time for it as we do not have an abundance of content for the current newsletters.

Take care of yourselves-stay healthy and hope to see you on the road soon!

The foremost club for British car owners in southeast Michigan and southwest Ontario.

Safety MG Fast!

Vicki

Story submitted by member Ralph Poupard

Changing The Carpets In My MGB (The Hard Way) Part 1

First off I will touch on some history of my Damask red 1973 MGB. I bought this car new from Downtown Motors, the BMC and later British Leyland dealer in Windsor, Ontario in June of 1973. I went there intending to buy an MG Midget, which was closer to my price range, and the salesman took me to the MGB section. In the corner parked next to the fence (which now is a Tim Horton's drive thru) was a dark red MGB with a navy blue interior. That was it, I was hooked and signed on the dotted line, calculating in my head whether I could afford it along with rent and maybe having some food to eat. Thankfully I did not starve or end up sleeping in the MGB.

It now has 189,000 miles on it (about 7.5 times around the world). Kathi and I took it on our honeymoon, a kind of '70s version of the classic movie "Two For The Road". I drove our daughter, Jennifer to her wedding ceremony in the B. It has been on many road trips, and to the cottage on Skeleton Lake at least several times a year for 44 years. I also used it for my year round daily driver from our home in Gesto to Windsor for work. It had been driven to weddings, funerals, graduations, parties, and concerts at Pine Knob just to name a few places. It had become a mechanical part of the family, if you believe in the concept that machines can take on human qualities. (Which I have been known to do) All that salt and abuse, since at that time our road was gravel, took its toll on the MGB. By the early 1980s it was retired from year round driving being replaced by a GMC van. The MGB still ran well, but wasn't looking too good, with rust appearing on the outer sills, front wings, and rear wheel arches. In 1982 I decided to do some body repairs. Money was tight, we were paying down our mortgage, had two young daughters, and the MG factory had closed with no more MGs to come. I did the work myself spending late nights in the garage. At the time I thought that the part supplies would dry up and it would be difficult to maintain at some point. So I thought, "I'll do this fix up, drive it till the end, and that will be it". Boy, was I wrong! The MG community was so dedicated that as everyone knows, many aftermarket suppliers came on board and I never needed to worry about that at all.

So, I did that repair without really knowing what I was doing, which is not that unusual for me. I bought some aftermarket outer sills and brazed those in. They were only the section between the front and back wings, not the full length outer sills. The original front wings were badly rusted, so I looked for new ones. Since they were less expensive I ended up buying fiberglass wings. Later on I regretted that, but they never cracked and never rusted and were on the car till I performed this restoration. They never really fit that well, much of which I corrected with copious amounts of plastic body filler (no exaggeration). I know it sounds back alley, and looking back I guess it was, but I never dreamt I would be driving it all these years. Armed with a Haynes Auto Body Repair manual, I assembled it all, brazed in patches around the rear wheel arches, filled, sanded, and primed it. On a Saturday in October I painted it in my garage, of course Damask red, with acrylic enamel paint. It was a bit too cool that day and I ended up with a sag in one spot, which I sanded and polished out. It actually turned out pretty nice. It stayed that way with no exterior rust returning. But hidden inside those replacement sills, fiberglass wings, and castle rails, rust was silently consuming the MGB. In 2011 on the way to the Rallye to Reno you may remember that a big Dodge Ram pickup backed into us while waiting in line at US customs about 30 minutes into our trip. The bonnet and grille were

bent, but we were able to complete the trip. When we got home I had it repaired and had them repaint the rest of the car since they gave me a good price, and the new paint would never match the 29 year old paint. At this point the outside of the car looked very good, but the underbody and inner sills were becoming badly deteriorated. Funny, it still drove well and the doors closed well, but going over railway tracks and large bumps was not confidence inspiring. I could feel body flexing and sometimes the doors would “bonk” around against their latches.

Which brings me to the carpets. The car had come with the rubber mats and sill covers, which I never liked. I thought I would replace the mats with a new navy blue carpet kit. As I began unsnapping the mats I noticed that the part of the snap that was fastened to the floor was coming off with the mat! The floors had become badly rusted and there were numerous small rust holes and weak spots. I briefly thought about patching them, but I decided the time had come to “do it right”: as Mike Holmes would say. So I ordered new outer sills, diaphragms, inner sills, floor pans, castle rails, steel front wings, replacement outer crossmember sections, jacking points, etc., running up a nice sized credit card bill, and began disassembling the car. I had no delusion about how much work this would be. I thought if I ever wanted to give it to one of our daughters, it would never pass the Ontario safety check for used cars because of the weak underbody. The body has to be structurally sound, and any body repairs have to be made in the manner in which the car was originally built, ie. no pop rivets, screws etc. So I removed everything off the exterior of the car, windshield assembly, and the interior. Already there were signs of much more trouble since under the rubber sill covers were rust holes, where I could see right through to the garage floor, a preview of things to come.

Next time: The grunt work begins.

to be continued...

Ralph and Kathi at the Bonneville Salt Flats

Member Classified Ads

Classified Advertising

Please contact the editor if you no longer want your ad to run. Ads will run in the newsletter for three months and then may be removed to make room for newer entries. Ads will run for six months on our website. The date following the ad is date of placement. See the Classified page at our website for more ads. www.wdmgc.com

For Sale

Midget Mk I parts for sale from '64 donor car. Seats (for refurb), dash, 1098 engine w/trans (working condition unknown), radiator, wire wheels (for refurb), suspension, windshield, bumpers, steering column and more!. Call/text Scott 513-240-3221 or scottolman@gmail.com"

1970 MGBGT I have owned this car since about 1977. No rust, rockers have been replaced. Needs paint, Tires. Engine has totally been rebuilt, touring cam, 10 over pistons, New fuel tank, needs some work to complete. Extra engine, Transmission, overdrive unit, Heated back-light. $4000.00 art.krygowski@gmail.com

Phone or text: 58 six-2 nine 8-8 three 98.

1953 MG TD with a Volvo B18D Engine and 4 Speed Trans w/MGA Rear Axle. Comes with New Moss Motors seat reupholstery kit and panel kit in Biscuit. Needs Carb work, ran when parked. Not a show car but a solid car. Asking $8200 obo
Contact: Bruce Kurth @ 248-685-1236 or brkklk@comcast.net

1976 MGB Peacock Blue with the tan interior and black top. Approximately 76, 000 miles. Good condition. Paperwork for most repairs. 7,000.00. Give a call, we'll talk, you'll look, we'll see. I'm also thinking of selling my '72 'westie'. Launey at 1.313.345.6435 or lapyke3@ gmail .com

1972 MGB Roadster. Runs, But Needs Work, $1,500
Runs and drives, but will need substantial rust repair. This will be a project car before it's a good driver again and the low price of $1,500 firm reflects that.
One owner since 1995. Mileage unknown, but only 5,000 miles since engine rebuild in 1997. Four-speed transmission. Needs wiring work and rust replacement of rockers, frame rails, plus some repair in fenders and floor panels. Improvements in last 20 years include new front bumper, distributor, starter, radiator rebuild, Delco alternator, ignition switch, new gas tank, convertible top. (See website for photos) john_a_magee@yahoo.com
248-234-3789

Brand new rubber sill covers (Moss price $189 U.S.) and two brand new side marker lights (Moss price $59 U.S.) for MGB. Items are in Canada. Make any reasonable offer. Email Dave Hornby: mgdave@sympatico.ca

1974 MG Midget. 30,134 original miles. Covered storage inside garage. Red exterior, tan interior, excellent condition. Original black roof and tonneau cover, both excellent condition. Blaupunkt AM/FM cassette radio. Clean engine and engine compartment. Original carburetors. Michelin tires less than 500 miles stored in basement. Extra parts.

Contact: Jim Carr @ 248-547-9050.

1972 MG Midget for sale

99% renovated. My dad was restoring the car when he passed away. $3,900 or best offer. The car is stored near Clarkston, Michigan.

Lane Rupright
248.660.2134
lanerup@aol.com

MGB. Rebuilt motor and trans approx 10 years ago, minor wiring issues, complete car, needs restoration. Does run and drive. Looking for about $3500 CDN. Located in Windsor

Jessie Darmon
519-737-0680
Cell: 519-816-0719

MGB Four speed transmission. Sell for any reasonable offer. Prefer Canadian side sale. dale@wdmgc.com

1979 MGB. Body is in excellent condition, paint has one small blister on the bonnet. One of the nicest driving B's I have driven. Interior is in very good condition. Top has one small repair. Price is $10,000.00 Canadian. More pictures are available on request. Mbeale1@cogeco.ca

1976 MGB
Car is located in Harrison Township Michigan.Asking **$3,500** or best offer.

Contact: Kathy Pierce
jtcorriveau43@gmail.com
586-791-2058 or 586-489-9249

“**WANT” MGA / MG / MGB**
Oil System Pipe-Filter/Block
Cooler By-Pass Tube
Looking for this hard line tube to install in my 1973 MGB.

Jean-Paul McGraw

H 519-252-2907

New Ad

1979 MGB
Good restoration project. Original owner with 130,000 miles. Was a daily driver for 11 years then garaged all year with no winter driving. Rust on lower rocker panels, otherwise pretty solid. Fairly new top, gas tank and hood (tree branch came down on original). $1500. Photos in the WDMGC web page classified ads. Contact Bob (Ypsilanti area) at 734-218-3307 or wolverbob@gmail.com.

Gracie asks: When are we going on the trip you promised me?

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NORTH AMERICAN MG MGA REGISTER

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WANTED

Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Your contributuion's for this newsletter,.

You will be Well Rewarded